Chapter 1: Introduction

1.1 Report Purpose and Format

This Abbreviated Final Environmental Impact Statement (EIS) has been developed in accordance with Council of Environmental Quality (CEQ) regulation 40 Code of Federal Regulations (CFR) 1503.4(c), which provides the methodology for preparing an "Abbreviated" Final EIS. This approach was selected because the comments received on the Draft EIS required only minor changes. None of the public and agency comments question the analysis in the Draft EIS or require additional analysis. Because an Abbreviated Final EIS was prepared, the Riverdale Road Draft EIS released in the *Federal Register* on July 14, 2006, is incorporated by reference into this document and is made part of the Final EIS.

This Abbreviated Final EIS includes the following information:

- Chapter 1 – Proposed project, Preferred Alternative, and Summary of Commitments
- Chapter 2 – Changes to the Draft EIS
- Chapter 3 – Final Section 4(f) Evaluation
- Chapter 4 – Comments and Responses to the Draft EIS

The Draft EIS issued in June 2006 remains unchanged and will be reissued only to those individuals or agencies that specifically request a copy. Together, this Abbreviated Final EIS and Section 4(f) Evaluation and the Draft EIS constitute a full disclosure document which is intended to help public officials make decisions with a complete understanding of the environmental consequences of the proposed action and take measures to protect, restore, and enhance the natural and human environments.

1.2 Proposed Project

1.2.1 Project Overview

The project under consideration is Utah State Route (SR) 26 (also referred to as Riverdale Road) in Weber County, Utah. Riverdale Road begins at SR-126 (also referred to as 1900 West) in Roy, Utah, and continues in a northeast direction for a distance of about 3.7 miles through the cities of Roy, Riverdale, South Ogden, and Ogden to U.S. Highway 89 (US-89) (also referred to as Washington Boulevard) in Ogden, Utah. Figure ES.1 in the Draft EIS shows the location of the project. The purpose of the project is to reduce congestion and attain a peak hour level of service (LOS) of LOS D or better along the corridor and at each intersection in the year 2030. The need for improvements is based on current and future traffic demand, existing accident data, and roadway and bridge deficiencies.

1.2.2 Project Alternatives

Based on a detailed screening evaluation, the only alternative considered in detail in the Draft EIS was the Lane Addition Alternative. This alternative includes turn lanes, signal modification, increased bus system enhancements, a reconfigured interchange at Interstate 84 (I-84), and a new bridge at Interstate 15 (I-15) with potential modification to the freeway ramps, plus an additional travel lane would be constructed along Riverdale Road between:

- I-15 and Wall Avenue/40th Street in each direction
- Wall Avenue/40th Street and Chimes View Drive in the westbound direction
- 36th Street and Washington Boulevard in each direction

As the project progressed, five different alignment options between 600 West and Chimes View Drive were identified, and the environmental consequences of each option were studied. The alignment options were labeled Lane Addition Alternative A through Lane Addition Alternative E and corresponded to various shifts from the existing roadway centerline. These Lane Addition Alternatives are described as follows:

- Lane Addition Alternative A – Between 600 West and Chimes View Drive, the widening of the proposed roadway would be primarily to the north of the existing roadway.
- Lane Addition Alternative B – Between 600 West and Chimes View Drive, the widening of the proposed roadway would be centered on the existing roadway.
- Lane Addition Alternative C – Between 600 West and Chimes View Drive, the roadway would be widened primarily to the south of the existing roadway.
- Lane Addition Alternative D – Between 600 West and Chimes View Drive, the widening of the proposed roadway would be on both sides of the existing roadway with a slight shift to the south.
- Lane Addition Alternative E – Between 600 West and Chimes View Drive, the widening of the proposed roadway would be on both sides of the existing roadway with a slight shift to the south. Between Chimes View Drive and 37th Street, the widening of the proposed roadway would be centered on the existing roadway. Between 37th Street and Harris Street, the proposed roadway widening would be on both sides of the existing roadway with a slight shift to the south.

1.2.3 Preferred Alternative

Lane Addition Alternative E was selected and identified in the Draft EIS as the Preferred Alternative for the Riverdale Road project. The Preferred Alternative would include reconstructing the I-84 interchange and may include reconstructing the ramps and bridge into a single-point urban interchange or similar type of interchange. The I-15/Riverdale Road interchange bridge would also be reconstructed. All of the build alternatives carried forward for detailed study would result in the same improvements to transportation mobility, safety, and roadway deficiencies. Therefore, the main reasons for selecting Lane Addition Alternative E as the Preferred Alternative are as follows:

- **Section 4(f)** – Lane Addition Alternative E was the only alternative to result in one 4(f) use, which was considered a *de minimis* impact by the Federal Highway Administration (FHWA).
- **Relocations** – Lane Addition Alternative E was the only alternative to have no relocations.
- **Cultural Resources** – Lane Addition Alternative E was the only alternative to result in no adverse effects to cultural resources.

With the exceptions of 4(f) impacts, relocations, and impacts to cultural resources, all of the build alternatives carried forward for detailed study would have similar environmental impacts.

1.2.4 Summary of Preferred Alternative Commitments

Table 1-1 below identifies the mitigation measures that were identified during the EIS process and included as part of the Preferred Alternative.

Table 1-1–Summary of Mitigation Measures.

Environmental Component	Mitigation Measures
Land Use	Acquire right-of-way in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
Right-of-Way	Acquire property and relocate businesses in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
Economic Resources	Evaluate proximity damages and remaining property value when acquiring property.
Water Quality	• Monitor the nine water right points-of-diversion before, during, and after construction. Note any changes to the water quality and quantity and investigate to determine the cause of the change. Once the cause is determined, take appropriate corrective action or compensate the owner in accordance with Utah Department of Transportation (UDOT) policies. • Construct storm water detention basins at the I-84 interchange. • As part of final design, UDOT will conduct a detailed storm water evaluation and implement all necessary controls to mitigate any water quality impacts. A report detailing the results of this evaluation will be provided to FHWA for approval. • Obtain a Utah Division of Water Quality construction permit.
Vegetation and Wildlife	Landscaped and natural vegetation disturbed during construction and not paved as part of the project will be restored by providing topsoil and appropriate seeding and mulching.
Archaeological Properties	Inventory any archaeological properties discovered during construction.
Paleontological Resources	Any paleontological resources identified during construction will be evaluated, and a treatment plan will be implemented in consultation with the Utah Geological Survey and identified interested parties. A Memorandum of Agreement stipulating the mitigation measures will be developed and agreed upon by FHWA, UDOT, and the Utah State Historic Preservation Office.
Recreational Sites	No mitigation is proposed. Wall to be constructed at Golden Spike Park as an avoidance alternative.
Hazardous Waste	Implement worker protection program in accordance with Occupational Safety and Health Administration regulations (29 CFR 1926.20 and 1926.62(e)) and specify adequate work practices, engineering controls, and respiratory protection for the demolition of the I-15 bridge. Notify Utah Department of Environmental Quality if hazardous materials are encountered during the construction. Excavate, dispose of, and limit the spread of contamination in a manner consistent with the Utah remediation standards. Contact the Utah Division of Environmental Response and Remediation if monitoring wells installed under the Leaking Underground Storage Tank program are encountered.

Environmental Component	Mitigation Measures
Construction	• **Phasing:** Obtain additional funding, if possible, to allow the entire project to be constructed at one time. If additional funding cannot be obtained, phase the project to avoid having construction occur in an area more than once. • **Erosion and Siltation:** Obtain a Utah Pollutant Discharge Elimination System General Stormwater Discharge Permit. Develop and implement a Storm Water Pollution Prevention Plan. • **Noise:** Enforce local noise ordinances. Implement noise abatement measures contained in UDOT's current Standard Specifications for Road and Bridge Construction. • **Dust:** Implement and monitor best management practices contained in UDOT's current Standard Specifications for Road and Bridge Construction. Obtain construction permits from the Utah Division of Air Quality. Develop, obtain approval for, and implement a dust-control plan. • **Invasive Species:** Implement and monitor UDOT's current Standard Specifications for Road and Bridge Construction. • **Inconvenience to Motorists:** Keep two lanes of traffic in each direction open between 6:00 AM and 9:00 PM Monday through Saturday including state and federal holidays and every day between Thanksgiving Day and New Year's Day. Complete the majority of the work between 9:00 PM and 6:00 AM. Have an active public involvement program to inform motorists of construction activities. Complete construction in segments to limit the time that each segment of the roadway is under construction. • **Unsightly Appearance:** Implement an appropriate seeding vegetation and/or landscaping plan. Maintain and keep storage areas for equipment, materials, and other accessories in a reasonable condition of cleanliness and orderly placement. Remove unused or unnecessary traffic-control equipment promptly. • **Utility Disruptions:** Coordinate with the utility companies to plan work activities so that utility disruptions to a business occur when the business is closed or during off-peak times. Contact Blue Stakes to identify the location of all utilities before beginning work. Use care when excavating to avoid unplanned utility disruptions. Restore service as quickly as possible if utilities are unintentionally disrupted. • **Safety:** Develop and implement a safety program for the project. • **Economics:** Provide a weekly newsletter to all businesses along Riverdale Road describing the progress of the construction and upcoming construction events. Provide a full-time person, available 24 hours a day, 7 days a week, to monitor the concerns of businesses and work with construction crews to prevent problems when possible and mitigate issues as they arise. Provide business signs along the roadway that identify businesses within the construction limits. Hold a monthly meeting with business owners to inform them of upcoming construction activities and to provide a forum for the businesses to express their concerns with the project. Perform no work between Thanksgiving Day and New Year's Day or on state or federal holidays. Perform the majority of the work between 9:00 PM and 6:00 AM in commercial areas. Complete construction in segments to limit the time each segment of the roadway is under construction. Provide a financial incentive/disincentive clause to encourage the Contractor to minimize the time it takes to construct the project and the impact to local businesses.